

Connecting Redmond Roundtable Meeting

**Land Use and Transportation
February 26 and March 11, 2004**

1) Definition – Elements of good land use and transportation policy

- a) Land use and transportation are interrelated and must be planned in conjunction, not in a vacuum
- b) Zoning and land use structured to preserve Redmond's precious resources, including natural resources, businesses, and property values
- c) Transportation that accommodates all modes and moves people *and* goods
 - i) Transportation planning for industrial areas does not trample on residential needs, and vice versa
 - ii) Transitional zoning, because industrial uses don't mix easily with residential
 - iii) Maintains vibrancy of business assets in Redmond
- d) Protects residential areas and homeowner investment
- e) Manages traffic
- f) Ensures adequate transportation resources
 - i) Choices in transportation
 - ii) Choices in housing
 - iii) Accommodates future growth
- g) Protects public safety
- h) Protects the environment

2) Opportunities for achieving our vision of good land use and transportation policies

- a) Vacant land in downtown area – to create park space; free up land in downtown for residential and better use; reduce number of car trips (3)¹
- b) Existing market for mid-density detached housing – people willing to live in more urban environment near transit (2)
- c) 160th Avenue could be expanded to arterial – connect with Redmond/Woodinville Road; improve traffic flow (1)
- d) Willows Road expansion potential – manage traffic; better accommodate business traffic (1)
- e) Mini-downtowns exist around Redmond, i.e. Education Hill (3)

3) Barriers to achieving our vision

- a) Cost (2)
- b) Existing zoning (4)
- c) Existing land use issues – wetlands; railroad tracks (1)
- d) NIMBYISM (1)
- e) Marriage to single-occupancy vehicle; limited, impractical transportation choices (3)
- f) Land use and transportation choices often driven by path of least resistance (4)
- g) Traditional thinking – fear of change (2)
- h) Too much focus on downtown (1)
- i) Only car can get you downtown (1)

¹ Roundtable participants voted on priority opportunities and barriers; number in parentheses represents number of votes

- j) Lack of involvement from some stakeholders (i.e., young professionals) (1)

4) Action agenda for achieving our vision

- a) Take advantage of vacant and redevelopable land downtown
 - i) Create more housing
 - ii) Create transit access
 - iii) Create more park space
 - iv) Create more walking spaces that are comfortable and efficient
 - v) Create hub-type parking so that drivers can park their cars and walk from one downtown destination to another
 - vi) Use the BNSF rail for some type of fixed-guideway transit
 - vii) Plan a bike/walk system and ensure that it is safe, especially for children and strollers: provide safe ways to get from trails to downtown and retail areas
- b) Create small, mixed-use neighborhood centers
 - i) Example: an ideal neighborhood gathering place would
 - (1) Have a café (like Victor's)
 - (2) Denser housing (like Lion's Gate)
 - (3) Transit access
 - (4) Design that blends with surrounding development
 - (5) Services are useful to neighbors
 - (6) Hours that are palatable to the neighbors (ie, no 24-hour convenience stores)

5) Barriers to implementing our action agenda and strategies for overcoming those barriers

- a) Existing zoning
 - i) Create a citizens committee with diverse representation, including those not directly affected by the changes
 - ii) Present recommendations for zoning changes to Council
- b) Land use and transportation policy often driven by path of least resistance
 - i) Example: Sometimes policy happens because it is easier and cheaper in the short term, but not necessarily the best decision for the long term
 - ii) Have professionals/experts provide information that shows why the path of least resistance is not necessarily the best way to go
 - iii) Translate the information into a visual, easy to understand format that will demonstrate to people the value of choosing a path other than the path of least resistance
 - iv) Get the information in the hands of the people
 - v) Example: Initially, you may not agree with the idea of placing a Transit-Oriented Development in the downtown park and ride, but if you had good information about how the construction fits into overall plans for downtown, you could support the decision
- c) Cost
 - i) Be upfront about actual costs of a project and show public what is gained with the investment
 - (1) Conduct a cost-benefit analysis
 - (2) Market/sell your ideas and analysis to the public

- ii) Encourage public-private partnerships that could help offset costs, like Overlake Transit Center, which offers private retail space